

# The Daily Astorian.

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TELEPHONE MAIN 661.

## THE WEATHER

Oregon, Washington—Fair except rain in eastern portion.

Idaho—Showers and thunderstorms

## BY THE WAY.

Speaking of Astoria's big prospective sea-wall:

To what height shall it be built above low water mark?

To what official grade, or base of grades, of this city, will it conform?

Where will the wall start? Where will it end?

What course will it pursue to render the best service?

What depths will it traverse, and upon what volume of base?

Will it follow the pier-head, or harbor, line throughout?

Will it follow an independent line inside both of these?

Will it be built, once, or permanent materials, rock, or cement?

Will it be built of piling and planks; for constant re-building?

Will it be built as a whole; or in sections?

Has the route ever been surveyed, sounded or understandingly traversed?

Has the scheme ever been appraised, exactly, or approximately?

What is the real, or even probable cost of the enterprise?

Has anyone a tentative plan of the work, indicating its range?

Has anyone ever figured its financial relation to the existing debt of Astoria?

Have the people a right to essential answers to these questions?

Should the answers be made before, or after, the city is committed to enterprise?

Why cannot the Port of Astoria Commission build and maintain the wall?

Will it not pay to have these problems solved before we build?

Will it not pay to pay to have them answered before we begin?

If so, get to work at the best sources of information?

Will you?

## 125,000 TONS PER ANNUM.

A gentleman engaged in shipping, in this city, and a good Astorian, has suggested a scheme whereby the commission that is to handle the sea-wall of the city may attain to 125,000 tons of clean dry filling per annum for little, or no cost whatever; and the proposition will be worth stowing away till such time as it can be brought into play, to the general good of all in touch with it: Namely, to take all the ballast that the 100 ships per year bring to this port and which is not wanted at Portland under any circumstances, nor anywhere else along the river than anyone knows of.

These hundred vessels, or more, each carry from 1,000 to 1,500 tons of rock, sand, gravel etc. making an easy average of 1,250 tons each, and the stuff is a rank burden to ship-master and owner when the hour for new cargoing arrives and is generally freely given away. Every ton of this might be conserved at this port and made to do ready duty upon the known route of the sea-wall, wherever it shall be, with proper facilities furnished the ship in the way of towage to and from the line.

There has been a cry sounding to the Heavens for years past about here for the solution of the ballast problem, and now the answer is furnished forth soundly and gratuitously and it only remains to those in charge not to forget nor ignore the proposition.

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of the ultimate cost of the proposition, as it is of establishing a fixed and legal port status; of being sharply and distinctively in line for action when such an attitude and such a franchise shall need demonstration in the preservation of Astoria's natural and inherent characteristics in this line.

She must not remain in the negative and unguarded condition that has prevailed all these long years; the commercial people and creeds of the hour require that she shall be equipped to meet, legally, and aptly, the demands, encroachments, issues, ventures and successes of such fixed position and these things she cannot do without the full and exact right that goes with such organic plane and place.

We hope that nothing may prevent her final assumption of all that goes to a good port a big port, and an all-round port, known and appreciated in every land that has dealings with the great Northwest of America. This is the first step to such an end and she has everything in the world to amplify her claim and maintain the new status.

The bill under question, with a responsive and popular mandate behind it, will make her safe from a good many things, in the way of infringement and spoliation, she might not meet successfully without. The mere quality of a lawful port will enhance her rating in the commercial world, even if nothing large or effective be done in such behalf for years; and she has a great deal to do when one comes to think of it.

Gov. Hughes refers to Mr. Bryan as a dreamer. What a troubled time he must have in his slumbers if his paramount issues pass in procession.

There never was a time when Mr. Taft and Senator Foraker would have found it difficult to shake hands over the record of the Republican party.

Mr. Bryan's favorite for governor was beaten in the Nebraska Democratic primary. Are all parties in that state tired of the perpetual candidate?

In his forthcoming autobiography Mr. Rockefeller will endeavor to do himself complete justice—something that the public has never been able to do.

Frosts in the North are reported earlier than usual. The Bryan dollar campaign fund is suffering from a nipping blast from Vermont and may be marked down.

Both in Maine and Arkansas, the next states to vote, the prohibition question is at the front. In these cases the straws and the juleps must be considered together.

Argentina has appropriated \$55,000,000 for a fleet, as an offset to the battle ships ordered by Brazil. It takes more than small change to get a start in the modern naval swim.

## CLASSES BADLY NEEDED.

Plan to Have School Children Study the Postal System.

WASHINGTON, Sept. 15.—Postmaster General Meyer has made an order that promises beneficial results. The postmasters of the country have been directed to confer with their local school authorities as to the practicability and desirability of delivering to the school children short talks on the postal service. The design is to inform the pupils of the scope of its operations, the methods of delivering the mails, classification

of mail matter and registry and money order systems. Incidentally they are to make known plans for betterment, such as the establishment of postal savings banks and the extension of the parcel post. Wherever it may be impracticable for postmasters to deliver the lectures they are to furnish the necessary information to the school supervisors so as to equip the regular teachers. It is the postmaster general's expectation that the school children will be useful to the postal service in seeing that letters are properly and plainly addressed.

That there is necessity for action of the kind, is shown by the volume of business transacted by the dead letter office. During the last year 13,145,172 pieces of mail matter were sent there because the postoffices were unable to read them.

A Traveling Man's Experience.

"I must tell you my experience on an east bound O. R. & N. R. train from Pendleton to Le Grande, Ore."

writes Sam A. Garber, a well known traveling man. "I was in the smoking department with some other traveling men when one of them went out into the coach and came back and said, 'There is a woman sick unto death in the car.' I at once got up and went out, found her very ill with cramp colic, her hands and arms were drawn up so you could not straighten them, and with a death-like look on her face. Two or three ladies were working with her and giving her whiskey. I went to my suitcase and got my bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy (I never travel without it), ran to the water-tank, put a double dose of the medicine in the glass, poured some water into it and stirred it with a pencil; then I had quite a time to get the ladies to let me give it to her, but I succeeded. I could at once see the effect and I worked with her, rubbing her hands, and in 20 minutes I gave her another dose. By this time we were almost into Le Grande, where I was to leave the train. I gave the bottle to the husband to be used in case another dose should be needed, but by the time the train ran into Le Grande she was all right, and I received the thanks of every passenger in the car." For sale by Frank Hart and leading druggists.

Good For Biliousness.

"I took two of Chamberlain's Stomach and Liver Tablets last night, and I feel 50 per cent better than I have for weeks," says J. J. Firestone, of Allegan, Mich. "They are certainly a fine article for biliousness." For sale by Frank Hart and leading druggists.

Best Treatment For a Burn.

If for no other reason, Chamberlain's Salve should be kept in every household on account of its great value in the treatment of burns. It allays the pain almost instantly, and unless the injury is a severe one, heals the parts without leaving a scar. This salve is also unequalled for chapped hands, sore nipples and diseases of the skin. Price, 25 cents. For sale by Frank Hart and leading druggists.

Don't be afraid to give Chamberlain's Cough Remedy to your children. It contains no opium or other harmful drug. It always cures. For sale by Frank Hart and leading druggists.

ITO'S PREDICTION.

What The Japanese Statesman Told A California Congressman.

NEW YORK, Sept. 15.—Congressman McKinley of California, in an address at the Metropolitan Temple told of a conversation he had with Marquis Ito of Japan three years ago, in which the marquis predicted the awakening of Asiatics and Japanese in particular, along manufacturing and other industrial lines and foreshadowed the competition in manufacturing the goods which Japan would one day give the United States. That prediction, the congressman declared had come to pass and already the country is beginning to feel the effect of the labor of Japan and other Asiatic countries.

"I don't see why you people of the United States object to the coming of Japanese labor to your shores," observed the marquis to me," said Congressman McKinley. "We can spare you millions and China can spare you more. They are the most docile and adaptable people in the world. It seems to me that if you fill your factories with our laborers you could, soon undersell all the nations of Europe."

In reply to this the congressman told the marquis that he was looking at the matter only from a Japanese standpoint.

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COFFEE

You are both judge and jury for Schilling's Best.

Your grocer returns your money if you don't like it; we pay him

## TO FORM EXHIBITS FOR AERONAUTS

HEAVIER-THAN-AIR MACHINES AND BALLOONS ARE ON VIEW

IN SMITHSONIAN INSTITUTE

The Aeronautical Exhibit Will be so Arranged as to Show Each Step Forward in the Inventions of the Mechanisms For the Air.

WASHINGTON, Sept. 15.—The marked interest in aeronautics has been noted by officials of the Smithsonian Institution and National Museum. Prof. S. P. Langley, who built the first successful power driven model of an aeroplane, was secretary of the Smithsonian Institution and his various models, the famous Langley aerodrome and the numerous aeroplane parts used in his experiments in aerodynamics are now in possession of the institution. These and other exhibits in the institution are being arranged into a special exhibit by Geo. C. Maynard, assistant curator of the national Museum and a bibliography of aerial navigation has been compiled.

Octave Chanute, the father of aeronautics in the United States yesterday offered to build one of his gliding machines for the Aeronautical Exhibit and it is understood that the Wright Brothers will present the Institution with a model of their latest flying machine and one of their earlier gliding machines.

As soon as the new building for the Smithsonian Institution is completed the aeronautical exhibit will be arranged to show each step in the progress of aerial navigation from the hot air balloon of Jos. Montgolfier in 1782, to the Wright Brothers aeroplane.

On exhibition now are three model aerodromes constructed by Prof. Langley, two with steam motive power and the other with a gasoline engine, and all of which have made flights. The Langley aeroplane, which was wrecked has been rebuilt but has never yet been exhibited. One of Lilenthal's two winged gliding machines, a model of Hargrave's compressed air flying machine, which flew a distance of 319 feet; Stringfellow's aeroplane model which was exhibited in the Crystal Palace, London, in 1856 and the engine of which was far ahead of the development of that time and numerous motors, propellers, wings, kites and other interesting parts of aeroplanes, are now in the possession of the Smithsonian Institution. The dirigible balloon brought over to this country by Santos Dumont will also be exhibited. The exhibit and library on aeronautics will be of vast interest to the public as well as aeronauts.

For a Sprained Ankle.

A sprained ankle may be cured in about one-third the time usually required, by applying Chamberlain's Palm Balm freely, and giving it absolute rest. For sale by Frank Hart and leading druggists.

ASK RATE REHEARING.

Missouri River Case Decision Does Not Give Satisfaction.

CHICAGO, Sept. 15.—Attorneys of the railroads affected by the Missouri river case decision of the Interstate Commerce Commission met yesterday to draw a petition for a rehearing of the case. The order of the commission reducing through rates from the Atlantic Seaboard to Kansas City and other Missouri river points becomes effective Sept. 25 and an effort will be made to bring about a postponement of the enforcement of the order pending a rehearing.

The decision, which was rendered two months ago, deals a serious blow at Chicago and St. Louis commercial interests, it is said, and threatens to demoralize rates throughout the country by introducing a new system of rate making. The new through rates from the seaboard to Missouri river points are to be made less than the

sums of the local. This, it is held, will place Chicago and St. Louis jobbers re-shipping goods from these cities to the Missouri river, at a disadvantage with jobbers in that territory.

The petition for a rehearing of the case will be completed within a few days and filed with the commission. If the appeal does not produce the desired result, an injunction against the enforcement of the commission's order will be sought in the United States court.

The petition to the commission will be signed by those railroads that were not parties to the suit. They include the Chicago and Alton, the Wabash, the Missouri Pacific, the Atchinson, Topeka and Santa Fe, St. Louis and San Francisco and the Illinois Central. The defendant roads

were the Chicago and Northwestern, the Chicago, Burlington and Quincy, the Rock Island, the Chicago, Milwaukee and St. Paul and the Chicago Great Western.

Sunday Excursions to Long Beach. Steamer Nahcotta leaves O. R. & N. dock at 6:5 a. m. daily. Round trip fare to any point on North (Long) Beach, \$1.00, Sunday's only.

For Sale. Twelve shares Northern Oyster companies stock, one hundred and thirty dollars (130) per share. Apply Imperial Restaurant. 8-9-tf.

For Rubber Stamps and Typewriter Supplies see Lenora Benoit, Public Stenographer, 447 Commercial street.

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Laxative Fruit Syrup

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Cleanses the system thoroughly and clears fallow complexions of pimples and blotches. It is guaranteed

## ONLY Four Days More

And the Fairest and Biggest Reduced Price Piano Sale Will End.

In just two weeks we have sold 32 instruments and that many buyers can testify to the extraordinary values they have received for little money



NEVER AGAIN will the cream of highest grade pianos be offered at such small prices and easy terms of payment.

THERE ARE JUST 5 UNSOLD--the extreme low prices on these will sell them by Saturday night.

Organs

Just TWO brand new beauties left; come in and get one at actual factory price.

Special

We have three very fine second-hand pianos, taken in exchange as part payment on Pianola Pianos; one for \$155, one \$146 and one at only \$100--pay as best suits you--we want the room Store open evenings until 10 o'clock.



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Iron and Brass Founders, Land and Marine Engineers.

Up-to-Date Sawmill Machinery 18th and Franklin Ave.

Prompt attention given to all repair work. Tel. Main 2461

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